

# SKI

*news & illustrated and western skiing*



JANUARY 15, 1949

25 CENTS



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INCORPORATED 27 MAY 1857

This photo courtesy of Bill Round, Banff

## LETTERS

### Operation Snafu

Sir:

In your December 1st issue a new technique was brought out in your "Letters" column, whereby control is maintained by "inconspicuous parachutes concealed at the tip of the ski poles."

I was not inconspicuous in the least; draped myself over a sugar maple, was photographed, and regained consciousness just before taps.

MARGO STAFFORD

Ascutney Slopes, Vt.



From the position of the body you were indeed lucky to have had the arresting powers of the parachutes. SKI Magazine does not recommend Arlberg, Allais, or Worcester (parachute) Technique. All contestants follow any technique at their own risk. — Ed.

### Tucked-In

Sir:

Allow me to raise my lone voice against the current craze in ski clothing, which requires the enclosure of the upper garment by the trouser belt — the "tuck-in" type of suit, which, with an astonishing and to me incomprehensible unanimity, seems to be favored by all the leading ski-wear designers.

My objection to the tuck-in ski suits are as follows: first, the necessity of using a belt instead of suspenders, which promotes neither comfort nor properly "stretched" appearance of downhill slacks; second, the uncomfortable perspiration zone it creates by pressing all the heavy clothing tight against the body; third, difficulty in getting out of, or sufficiently loosening the suit when temporarily indoors, as in a lunch room or on a train, thus inducing the wearer to stay tucked-in, perspire and finally catch cold; fourth, scarcity of pockets and inconvenience in getting at inside or shirt pockets, —and, as experienced skiers know, one must carry a lot of things with him when out on the hills, such as cigarettes, chocolate bars and even sandwiches, repair parts for skis and poles, wax, maps, often extra gloves and scarf and girl-friend's compact; fifth, difficulty in staying neatly tucked-in when one is really active. I have often seen these glamour shirts come out of pants after a

# Again!

## Those popular "LEARN TO SKI" WEEKS

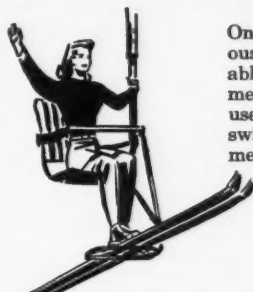
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# SKI

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Skier 

## LETTERS

heavy fall, or after a spot of hard work at practicing a slalom set.

I suggest that for a youthful-figured skier the garment of the future will be one of the battle-dress or Eisenhower jacket type, worn outside the pants. My Canadian army battle jacket is provided at the back with a fly-strip having three button-holes in it. Secured to corresponding buttons on the slightly longer than usual slacks, held up by suspenders, it keeps neat and comfortable throughout an active day. If made of proofed gabardine and slightly roomier, it would have all the advantages of the tuck-in blouse, which are: appearance, wind-exclusion and tow-rope safety, without any of its disadvantages, and be a truly fit complement to that masterpiece of functional design, the full-kneed downhill trousers.

Designers, instructors and uncritical style-followers notwithstanding, I submit that tuck-in suits properly belong where appearance is the cardinal consideration, — i.e., on store-window dummies and the almost equally inactive lady skiers of the "society" type.

MAURICE K. BIEBER

Montreal, Canada

As noted in the December 1 issue, manufacturers have their ears to the ground, hoping to hear skiers' comments on the clothing they want. Besides picking up an earful of snow, designers are getting helpful suggestions like yours — far more welcome, too. — Ed.



## Why, Oh, Why?

Sir:

I like your magazine, layout, coverage and all: But — why, oh, why, do some advertisements showing skiers drawn in action depict them in impossible stances or wearing unimaginable clothing and equipment?

One ad in particular shows the skier sitting on his skis, almost, though he's apparently tearing down a 45-degree slope! His poles must be long enough to reach to his shoulders! Why, I ask, do ski-slacks have to be pictured by the artist as glorified sweat-pants? Baggy, in other words. Well, I'm laboring the point, which is that unrealistic artistry offends any skier's eye and doesn't, as I see it, make him very sympathetic toward the product offered.

JAMES L. POTTER

Chestnut Hill, Mass.

Apparently the artist is playing up to his idea of the average skier, whose pants are more likely than not "baggy," and whose stern certainly would be extremely near the good earth on a descent of 45-degrees. — Ed.

## LETTERS

### South American Way

Sir:

If you have any information on skiing in South America, accommodations, etc., I would gladly pay you for your trouble.

LUDMILLA A. UHER

Valencia, Venezuela

Your query addressed to us in North America regarding the skiing possibilities of South America shows that the skiing population is just one happy family. — No hill too steep, no vale too deep.

So we quote John Jay on where to ski in South America. "Plan to arrive in the middle of July," suggests Mr. Jay, "as the winter sports season is in full swing then." Pan American Airways suggests that your most convenient way of reaching Santiago would be to proceed from Valencia to Balboa by way of the Panagra Airways. Fifteen hours of flying with only three stops will land you in Santiago at about 3:45 the afternoon of the day you depart. After you get your breath and your ski legs, you will find excellent skiing at Farellones, 7,000 ft.

Pan-Am says, "The Chilean slopes will shame the Alps to a thaw"; while Jay says, "Andean sunsets would make Billy Rose weep with envy." Likewise SKI Magazine is beginning to warm up to this proposed trip to Chile. After you have curri-combed Farellones continue south to Portillo. "Nestling against the Argentine border, snow piles up to 10 and 20 foot depths." If you plan to make a real expedition of this ski trip, continue 500 miles south to Temuco, Villarica and Osorno. A combination ski salad of New England, Norway and Switzerland awaits you there. — Ed.



... MISS WINTHRUP? — PRESENT! ... MISS WINTERS? — PRESENT! ... MR. WILLS? — PRESENT! ... MISS ANGELUS? — PRESENT! ...

### Seven League Boots

Sir:

What type wax do you recommend to be used on skiing trips of over 75 miles in temperatures of below zero to 40 below? We've had 49 below zero weather and about 2 inches of snow.

I. KOPF

College, Alaska

Our first impulse is to suggest bear grease, but on second thought, suggest

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## LETTERS

a very hard wax. KIVA, imported from Helsinki, is guaranteed for plus 10 to minus 30 degrees F. Below -30, no guarantee.

If we were accompanying you on this trek, we would get some hollow ski-poles, and fill with Don Q Rum. This beverage rates 86 proof and should travel at 49 degrees below zero. — Ed.

## Our Magazine

Sir:

I have been reading your (or should I say our Magazine?) for the last three issues and have enjoyed it very much as it tells us in Canada how our skiing sisters and brothers in the U.S.A. are doing.

Skiing here in Saint John is just taking hold and as yet there is no ski repair shop, and as I have a home workshop, have been thinking about repairing skis, but need some help on where to get parts and some tips on how to repair skis. I saw a paragraph in the November 15 Magazine about resoling the bottom of skis with plastic and would like to know more about it as it sounds like a very good thing.

R. T. PITMAN

East St. John, N. B.

Please refer to your December 1 issue in which we anticipated questions about the starting of a ski repair shop. Under Business Trends you will read about a repair shop for a local inn keeper. To this SKI suggests that you add a small router with proper attachments for routing out the wood where steel edges are attached. This can be purchased from the R. O. Carter Co., New Britain, Conn. Steel edges and screws can be bought from Dartmouth Skis, Inc., Hanover, N. H., among others. Your question about plastic bottoms for skis can be answered by F. H. Wiessner, Inc., Burlington 3, Vt., or the Anderson Thompson Co., 1101 E. Spring St., Seattle 22, Wash. You might be interested in a new method of putting on new ski bottoms. First, take off the edges and then apply regular adhesive tape, one piece from tip to tail. Take a hot iron and press the tape thoroughly to the ski, in the groove, etc. Then replace the edges, and trim off the excess tape. You are now ready to apply any good brand of lacquer to the tape. Two coats will be ample. After it is dry, wax thoroughly and the result will be startling. — Ed.

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Hanover, N. H.

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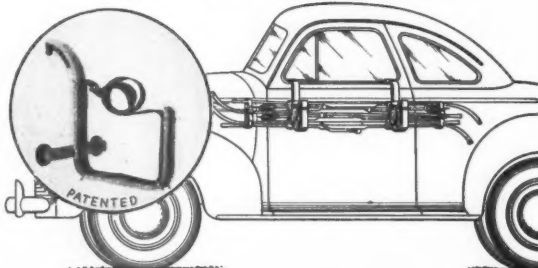
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## MISCELLANY

**Technique:** In McCall, Idaho, oldsters from Finland, who settled in Long Valley near McCall many years ago, still push their long nine-foot skis high into the mountains on week-end trips to fish the frozen lakes and streams through holes chopped in the ice.

These 60 to 80-year-olds know the schuss well, but the snowplow or christie—sissy stuff! They believe it is much easier when the slopes get too steep or a rock looms to thrust the one long pole (which they carry for balance) between the legs, drag the ring to the rear as a brake, and do a straight sitzmark on the pole if necessary.

Strong legs bring the old skiers up in an instant with speed curbed.

**Free Mittens:** In Norwich, Vt., the annual presentation of ski mittens to all children 12-years-old and under brought into focus once again the unusual will of the late Eben P. Sargent, who, 18 years ago, left the sum of \$1,500, and directed that each winter each child in the vicinity of Norwich Village receive a gift in his name.

**Minor Point:** In Fayston, Vt., Sewell Williams, proprietor of the Ulla Lodge at Mad River Glen reports this Christmas card oddity.

A reproduction from the watercolor by Roger Duvoisin featuring a snow covered 11-home village and church as scenic backdrop to a commanding pair of skis and bindings in the foreground seemed most appropriate to a skier.

On second glance recipient Williams was somewhat shocked. A minor mistake in the picture's perfection was detected—the bindings were on upside down.



**White Magic:** In Klamath Falls, Ore., motorists have been warned not to be amazed when snow melts off the pavement on a 450-foot stretch of the Dalles-California Highway north of Klamath Falls.

An experimental segment of the four-lane-highway has been rigged up to fulfill the dreams of every winter driver.

When last spring hot water was struck at 390 feet in a well digging operation, bridge engineer G. S. Paxson decided to put the supply of natural resources to good use and developed the idea of a winter-proof road.

The hot well-water itself is not run through the roadway piping. Instead, a coil of two-inch pipe is submerged in the well-water (190°). In effect, the well serves as a boiler.

A pump sends ordinary water and anti-freeze through the well coil, where it is heated or reheated to not less than 160 degrees. The heated water then circulates through a closed circuit of 15,000 feet of three-quarter-inch wrought iron pipe.

## The Skier's National Magazine

## SKI-SCOPE

## Hot Air

Henri Michel, our correspondent in Lausanne, Switzerland, has contributed what we feel to be a sparkling FOREIGN department in this issue.

Especially were we interested to read in his interview with Henri Oreiller that the great French Olympic skier felt that the apparently endless controversy on which of the three schools of technique (French, Swiss, Arlberg) is superior is "... all just so much hot air."

We wouldn't add that he took the words right out of our mouth, but while we were giving this statement a second thought, a telegram from Sun Valley arrived quoting Otto Lang thusly:

"When referring to Emile Allais' appointment to the Sun Valley School, some skiers were of the opinion that his teaching here would promote a controversy between the schools of thought. There can be no controversy, because actually there is no difference between the two techniques."

The following day at the Mittersill Club at Franconia, N. H., it was our good fortune to sit down for a chat with Benno Rybizka. It was not long before Benno's eyes flashed with delight. He had, he said, three pictures he believed we might like to have for the Magazine. They appear in Inside Report.

One picture of three leading exponents of the three major skiing techniques does not necessarily prove all three ski alike when the chips are down, but the pictures are evidence that away from the practice slope there is certainly a tendency for the techniques to become basically the same.

This for the moment appeared to be a solution to a very troublesome and perplexing problem hereabouts. The respite was brief indeed.

## A Reader's Opinion

Among the many letters received from the readers on the subject, Winston Boyer of Epsom Downs, Wyoming, is representative. "I am given the impression from the first, that you have fallen into a bias," writes Mr. Boyer. "I have reference to slight jibes on foreign skiing and omissions, and on the other side the boosting of the American form commonly known as the Arlberg (the greatest leg-breaking technique ever invented). A few years ago the Arlbergers cried there was no such thing as a pure parallel turn. Now they say you can not tell one from the other. Probably in a short time they will say we always did ski parallel—they don't. I feel that they are being underhanded in trying to keep their heads above water with this method of approach and not giving the devil his due."

"For example there is one distinction



Walt Dyke Photo

## CORNICE JUMP

*Flying Is Next Best To Skiing*

between the Arlberg and the French. It lies in the weighting of the skis. Generally speaking, in the French, the skis are evenly weighted at all times through the turns, which results in efficient turns, cleaner falls, and consequently fewer broken legs.

"I am bringing this to your attention because a ONE Magazine, with such a wide circulation in a country that always endeavors to be on top in whatever it does, must have a marked influence on its readers. Therefore, if you can be as big as the three magazines combined, and even a little bigger, it will be a fine, healthy condition for all of us. I am afraid it would take too much courage. The Hannes Schnieder school has too great a hold on the American pocketbook."

We print his letter not to demonstrate that it needed courage to do so (100 percent bunk), but to permit the readers who may not be close to the fanatics to enjoy the arguments pro and con with us.

## Unknown Effect

Since all of us are skiers without recognizable technique of any kind, we are in a grand position to be neutral, mentally and physically. (Western Manager and ex-coach, Wolfgang Lert, excepted.)

Unquestionably, the future will bring about an evolution that will eventually end in an amalgamation of the minor differences among techniques. Already it

is obvious that the French technique has had an influence in this country in the ranks of competitive skiers.

Our major concern is its influence upon the recreational skier, and it is far too soon to judge the merits of the French technique as it affects the teaching of the average skier. Without question adjustments on perfection are always being made for the mass of us, and if it is proven that the French style is quicker, safer and easier to handle, skiers will get killed in the stampede the office force will start to the nearest exponent of the French School.

## Infrequent

A few days ago when enduring the hardships of a northern New England train ride we overheard this conversation between two elderly ladies whose ages shaded the 70-year mark, give or take a few winters.

"What a shame this rain has ruined everything for the skiers," said one lady to the other.

"Skiers seem such a nice lot of people, it is too bad," replied her friend. "I last went skiing 40 years ago. Sometimes I wish I had skied more frequently."

And so do we.

Snow will come eventually, even as it did in 1937 when it was mid-February before the East was skiable to any degree. It's the waiting that comes close to being insufferable.

## Anton Trunk Guards Rare Photographs

by Benno Rybizka

The past summer I spent visiting with my family and I had a grand time meeting friends, seeing the old mountains again, climbing the favourite ones and strolling through the familiar village of St. Anton.

On one rainy day I was going through some old things of mine I had found packed away in a box, and there I found a small treasure, more of a sentimental nature, I should say: favorite books I had collected, a cigarette case a girl friend had given me once, some letters I had kept, some other knick-knacks and a pile of old photos amongst other things. I settled down and went through them.

An almost forgotten past came to life again as I looked over picture after picture. There was one of the old school days, another one of a long forgotten mountain climb, a picture of my father with a chamois he had shot, family pictures, one of my first great loves when I was 12 with the inscription: "eternal love, yours . . .", some other girl pictures of later years with less promising inscriptions, photos of ski classes, slalom and other ski action shots from my instructors days at Hannes Schneider's Ski School. All of a sudden I found myself staring at three action shots of the 1936 Arlberg-Kandahar slalom I had taken on the first day as the proud owner of a Leica.

Often I had thought about these three pictures, and especially during the past years I frequently wished I had these shots taken with the proverbial beginner's luck. Three top notch skiers taken during a race — Europe's foremost race — and I got them almost on the same spot at almost the same position when they passed through the same slalom gate.

I never had forgotten about those three photos, but I did not know where they were and no negatives existed any more. After the Nazis had gone through my belongings in March, 1938, I knew that not much would be left of what I owned over there. And so it was, as I found out when I visited the old home again after 10 years.

What a surprise it was to find these shots! Vividly the memory of that famous race came back to me.

**Safe Distance:** A little story goes with it, which can be told now after so many years have gone by, and besides — I am at a safe distance from the officials of the Ski Club Arlberg.

Just before the race I got hold of a Leica camera, a rather intricate gadget I had not much idea how to handle. Since I did not enter the race, I had to help out with the organization as did all of Hannes' instructors. I was given the job of posting myself at the first control gate on the Galzig during the downhill race to see that all racers passed through there. It was the first control gate, a wide, open one, after the long starting schuss just before the big cornice, which was danger-

ous to take at high speed. More or less, it was a warning gate.

In those years the French had already started to kick up their heels with much noise and the powder snow clouds they kicked over the ski technique pow-wow were already much in evidence. And Emile Allais, the French Ace, was in that race.

Well, I had my camera set and checked the racers off, as they passed through my gate, with my starting list. Then came Emile. He came in beautiful style, fast and sure, and already from the distance I could hear the loud exhaling of his breath, as the French were trained to do. When he was near the gate, I raised my camera and followed him through the finder into the gate. Just as he entered, and I was ready to shoot, with a split-second motion he passed just outside the lower gate post, or at least I thought so.

I was so perplexed that I had forgotten to shoot, because the gate was easy to take. It was at least 40 feet wide and had large blue squares as markers, so no one could miss it. It was visible from a great distance and everyone so far had passed it with a straight schuss.

**Perplexed:** I jumped up immediately, ran to the gate and looked at the tracks. There were several just below the lower post and one seemed fresh. The course, however, was rather packed and it was hard to distinguish Emile's track. Before the course was closed, a lot of spectators had come down on skis to find some good spot where they could line up to watch the race. I looked at the tracks again, all within two to six feet of the post, only below it — that is, outside the gate — and followed them up to where they came from. But I could not go too far, for in one minute intervals the racers were coming. I had to keep my post and watch.

Since I was not sure if Emile had passed inside, or outside, that gate I could not possibly put him down on my list as having passed through improperly, realizing fully the responsibility I had.

If I marked him as having not passed within the gate, he was disqualified. If he said he did, could I admit I was not sure?

The hue and cry the press would raise when the truth came out if Emile had really passed and I, as an "Arlberger" had put him on the "disqualified" list would be deafening. I could well imagine the mess that would follow especially if he had won the downhill race.

Figuring all that out wasted half an hour, and already down at the finish they knew who had won, because all the top-notchers had gone by as I could see on my list.

I decided to mark him as passed. After all, it really didn't make the least difference in time whether he had passed two feet inside the post or outside. There was no advantage either way. The gate did not alter the direction nor could one

clip  $\frac{1}{10}$  of a second passing either way.

There were over 200 entries in the Ladies' and Men's class and, at long last, the race was over. I started down, wound myself through all the spectators who were skiing down the Galzig to the finish, and arrived. I delivered my list, and was asked if all the racers had passed through my gate properly, I answered, "Yes."

There was quite some excitement amongst the officials. Emile had won the Downhill, but a rumor spread that he thought, and had remarked, to someone after he passed the finish line, that he had missed one control gate and considered himself disqualified.

**Dead Certainty:** If someone had stuck me with a knife at that moment, I am sure not a drop of blood would have come out of me. I nearly fainted dead. Every other control post reported Emile as having passed properly through his gate, so I knew it had been mine. I had seen right after all and it was his track that passed below the control gate.

I really did not know what to do. I only knew that I could not possibly change my mind now and report Emile as having not passed properly after having delivered my report. Besides, what difference did it make? Emile broke a racing rule — why, I shall never know — but by breaking it, he gained not the least advantage in time. Two feet left or right of that post did not matter.

The officials kept asking questions, but all other gate keepers were sure he had passed. Frankly, I was much impressed by Emile's sportsmanship, for I knew what it meant for him to win the race and yet to admit, himself, that he thought he had missed a gate and expected to be disqualified — I had to take my hat off to such a sportsman. It also made my mind up for me. Feeling somewhat too hot amongst these questioning officials, I quit and went home. By the way, Emile had come in first, Heinz von Allmen, Switzerland, second, and Friedl Pfeifer from St. Anton, third, five seconds behind Emile.

**Day of Decision:** The next day would bring the decision. Who would win the combined, and with it the coveted Arlberg-Kandahar Cup 1936?

It was a beautiful day, the snow perfect and the slalom set masterly by Hannes, as only he can do it. The excitement was terrific. I forget who were the first 10 in that downhill, but names like Otto Furrer, Willy Walch, Rudi Matt, David Zogg, were among them. The first 10 were all "hot", the Elite of Europe's skiers.

To pull up five seconds in a slalom against a skier like Emile seemed an impossible feat for Pfeifer. Heinz von Allmen seemed to have a better chance as he was only about 3 seconds behind Emile.

That was the day when I took these photos. For 10 years I thought these shots lost and felt badly about it, since I

## INSIDE REPORT

was very much involved in that race myself and its outcome. They will always remind me of a very tough decision I had to make as an "Arlberger" gatekeeper.

On the day of the slalom I took no job as a gatekeeper, I had had enough the previous day. Besides, I had to guide some "illustrious" guest that day to show him the most interesting gates during the race.

The tension during the race was incredible; even the spectators felt it. During the runs of the different "hot" skiers, not a sound was heard. Just the swish of the skis, and then a roar when the time of a good run was announced. Emile took the course perfectly and fast. He went through like lightning, and his run appeared the fastest.

Heinz von Allmen raced wonderfully too, and he, as well as Emile, seemed to give all he had. Both "pushed" their runs at top speed. Heinz was a trifle slower than Emile, it seemed.

Then came Friedl. I could not believe my eyes. He came dancing down, took the gates one after the other without effort; he came with grace and ease — so effortless; he seemed to be not trying hard. He even looked slow, at least much slower than Emile and Heinz. I could not understand his attitude. Did he not want to win, just show a graceful run and beautiful style? A few more gates and he passed through the finish. A true master's run, but slow, so it seemed.

**Breathless:** No one breathed and not a sound stirred. Then came a wild roar from below and the word was passed along from the finish to the start of the slalom course. Hundreds of people passed it along. Friedl's time was the fastest so far. He had pulled up on Emile a few seconds and the decision must fall in the second run. Heinz had pulled up on Emile, too, and every one of those three had the Kandahar Cup within reach after that first run, yet Emile was still the closest.

The second run was started after a short pause and now the heat was really on. Emile, von Allmen and Friedl knew that this was it, they had pulled away from the rest of the field, any one of the three could make it with a brilliant second run. (My pictures were made during the second run.) If I remember correctly, Emile and Heinz each made a better time in their second run. It seemed impossible to give more than they had during their first try. They clipped gates at hair's breadth with high speed from gate to gate, no check, all or nothing. They skied to win and there was no slip. Perfect runs. With wild roars their times were acclaimed and flew from mouth to mouth up the hill to the starting line. And next came Friedl. The tension grew to an exploding point. I never saw a race watched so tensely by spectators and experts alike.

Just as in the first run, Friedl was smooth, elegant and nonchalant. There seemed to be no effort at all; he seemed to be in no hurry, just dancing down. My heart dropped. That surely was no winning run, just a beautiful one.

For me it was Emile or von Allmen, and so thought everyone else. Light and



NEITHER A QUICK GLANCE nor a long double take would serve to spot who skis by what technique in these remarkable photos taken by lucky beginner Benno Rybizka in the 1936 Arlberg-Kandahar slalom. Snapped at the same gate and in the same relative spot in the turn are the foremost exponents of their countries' techniques, top to bottom, Emile Allais of France, Heinz von Allmen of Switzerland, and Friedl Pfeifer of Austria. These photos, overlooked by looting Nazis, answer the reverberating technique controversy.

## INSIDE REPORT

easy, Friedl passed the finish line and stopped with a beautiful christie.

Then a clamour rose up the hill and reverberated with a resounding echo from the mountains around. The fastest time again. He had pulled up some seconds over Emile's time and made up by far for the five seconds he had lost in the downhill. That meant he had won the combined and was the first "Arlberger" to win an Arlberg-Kandahar Race.

**Nothing New Under The Sun:** Looking at the three pictures printed here brings that day vividly alive again for me. Twelve years have passed since they were taken, but looking at the three pictures, it seems to me that great skiers could ski just as well then as now. What we called shoulder and hip swing in the old days is now called rotation. They skied parallel in the old days too.

All these "new super-modern" ski techniques make me sick. What they preach now as modern, the Arlbergers knew 12 years ago. I am glad to be able to show with the 12-year-old shots what I mean.

And if anyone wants to be technical: Who has the best "rotation" in all three photos in 1936? Who is fighting the turn and who is skiing it? Whose outside shoulder is forward, and who is more upright? I don't think the Arlbergers have gone backwards since 1936 and I do believe that they know how to get to — Parallel skiing.

**Benno Rybizka** was for seven years an assistant to **Hannes Schneider** at **St. Anton am Arlberg**. Prior to the war he came to this country and joined **Hannes** at **North Conway, N. H.** For a previous literary effort his "**The Hannes Schneider Ski Technique**" (Harcourt, Brace and Company, \$2.50) is highly recommended.



BOUSQUET'S AREA AT PITTSFIELD, MASS.

For Record Crowds, 10 Tows

## RESORTS

### Berkshire Area Geared for Crowds

The most highly developed ski region in the United States and probably the one frequented by the greatest number of skiers is the 40-mile long stretch in Massachusetts known as the Berkshires.

This popularity is due to many factors, one of which is proximity to metropolitan areas — three hours travel time from New York City and Boston, less from such centers as Hartford, Providence, Springfield and Albany.

Since the first snow train was operated to the Bousquet area outside Pittsfield on February 10, 1935, the Berkshire Hills Region has maintained its popularity with New York snow train riders and gained appeal for skiers driving their own cars.

Barring too many seasons of superb ski weather in Central Park and Westchester County, thousands of skiers will continue to pour into the area, for the Berkshires have developed their facilities to a point where it is felt that they can provide ample facilities for every type of skier.

This claim is supported by fact. On Mt. Greylock the area has one of the East's seven Class A championship downhill racing courses with a vertical drop of more than 2000 feet on the difficult Thunderbolt trail. A new \$90,000 Constam T-Bar development at Jiminy Peak in addition to another T-Bar just outside the area at Dutch Hill, across the Massachusetts border in Vermont; more than 40 tows; and the entire gamut of accommodations from farmhouses to de luxe New England hotels and inns all give the Berkshires plenty to boast about.

**Hop, Skip & A Jump:** Nearest New York City in the southern section of the

Berkshires are Dave Judson's Otis Ridge with its well-designed trails and tows overlooking the quaint, typically New England town of Otis, Mass.; Henry Cairns' G-Bar-S Ranch with its three tows, lodge and trails at Great Barrington; Jack Fisher's Catamount area located on the Massachusetts-New York border near Hillsdale, N. Y., with its nine tows; and the unique Jug End Barn area.

A few miles further north near Stockbridge and Lee are located the Beartown State Forest, Frank and Al Printz's newly enlarged Oak'N'Spruce, and mountain trooper Floyd Rossi's Jacob's Ladder areas. Just outside Pittsfield are Bousquet's and the Pittsfield State Forest developments. Bousquet has 10 tows operating now in this 13th season of catering to the hickory artists.

In the hills 12 miles north of Pittsfield and 10 miles from Williamstown, at Hancock, Mass., the Jiminy Peak area runs three tows in addition to its 2300-foot he-she lift, which is the nearest T-Bar in the country north of New York. The ski school is under the direction of Bernard Neveau, a certified instructor teaching the Arlberg technique. The area will be the scene of the New York City inter-club races February 12-13.

Near Williamstown, Sheep Hill, operated by the Williams College Outing Club, has two tows totalling 2000 feet in length, besides a 30-meter jumping hill.

**Coming Champs:** Above Adams, the famed Thunderbolt and less precipitous Bellows Pipe trails wind down from Mt. Greylock's 3491-foot summit. It is a safe bet that some of our future world-renowned ski stars will be skiing there next month when the Mt. Greylock Ski Club is host to the National Junior Championships February 26-27. Eighty entrants are expected for the races, which are the first national championships to be held in the Berkshire area.

The Bernards area with its two tows and slopes at the base of the Greylock Reservation is three miles from North Adams, and Dutch Hill, which is becoming widely known for its excellent snow conditions, is 11 miles from the same town, in Heartwellville, Vt.

A new, 24-hour snow report service will function through strategically located gas stations on highways leading into the area, and at the Pittsfield Sheraton.

Along with the new lifts, more trails and slopes and increased lodging facilities has come a desire by Berkshire people to provide a real variety of skiing within the area to satisfy the wants of beginner or expert.

#### Stevens Pass

Protected from southwest storm winds by a 6000-foot barrier ridge, Stevens Pass in the Cascade Mountains gathers both abundant snowfall and many skiers from nearby Seattle. Thanks largely to the enthusiasm and foresight of Don Adams and Bruce Kehr, operators of the tows, the area enjoys well-selected and cleared terrain as well as a mile-long Constam lift.

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## JUMP TURN IN SUN VALLEY POWDER

Ray Atkeson Photo

*Equation For Pleasure*



DARTMOUTH SKIS INC HANOVER NH

12

## RESORTS



The Notch Photographer

### SLOPES & UPPER SKIMOBILE AT NORTH CONWAY, N. H.

*Cranmore Is Often Host To 5000 Skiers*

Go-slow skiers are not neglected in the area, since there are slopes, ranging from 450 to 2050 feet in length for these skiers' use, as well as good instruction. Three ski patrols are on duty while the tows are running and the U. S. Forest Service has a guard on duty all winter for emergency calls.

Scott Osborn and Olav Ulland, sporting goods dealers of Seattle, run a shop at Stevens Pass for the convenience of the skier.

Six clubs have private cabins at the area. The first to be built was that of the Everett Ski Club, open since 1940-41. The Penguin Ski Club of Seattle and the Friars, Gismo, Mountaineers of Seattle and the Bremerton Ski Cruisers maintain huts, as well as taking an active part in keeping runs clear.

#### Aspen Active

On the December weekend when Aspen christened Ruthie's Run, opened the airport officially and celebrated the opening of the new ice rink and the new Roaring Fork Inn, former Olympic star Steve Knowlton opened his sports store, a log cabin structure, adjacent to the Red Onion and between the chair lift and the T-bar lift.

Steve will stress ski repairs and conditioning but he will also carry an excellent line of skis and ski equipment that he has learned will make skiing more comfortable. Molitor boots — which seem to be favored in Aspen at present, since

wearers include Fred Iselin, Elli Iselin, Dick Durrance and Mr. and Mrs. Knowlton — will be featured. Steve will have a good stock on hand and he can take special orders for custom-made ones.

Mike Magnifico, who's been supplying Aspen skiers with sports equipment since skiing was started in Aspen, has a thrill for everyone who visits his store. It's something different in floors. To his brown marble tile floor have been added two huge aspen leaves, done in green inlaid in the brown tile, depicting the two main sports in Aspen.

In the center of one of the leaves is a skier doing a jump turn. In the other aspen leaf is a huge fish that has just been hooked. Both designs are in bright, "catchy" colors.

All pepped over real competition among large universities and the renaissance of competition among prep schools in the state, Mohawk Mountain at Cornwall, Conn., will be the scene of several races this season, says Owner Walt Schoenknecht.

**Good business** is in the making at the Ski Information Center maintained by the State of New York at 342 Madison Avenue. Even before the center opened for the season, inquiries began to pile up, and attendants predicted that last year's record 17,000 phone calls and 7,000 calls in person would be surpassed.

This year the state boasts 16 new ski areas, a total of 48.

## RESORTS



Pacific Aerial Surveys, Inc. Photo

### STEVENS PASS AREA, NEAR SEATTLE

*The Novice Is Not Neglected*

**A rose is a rose:** In Portland, Oregon. Plans are started for the 1949 Golden Rose Ski Tournament to be held June 12, as part of Portland's famous Rose Festival. An open race, the event attracts the nation's best skiers as well as foreign visitors.

A quarter million frogskins may go into a project contemplated at Squaw

Valley, between Tahoe City and Truckee, Calif. The chief backers of the area are Wayne Poulsen, Alexander C. Cushing of New York and Corty Hill of Los Angeles.

Poulsen, president of the company, announces that he expects the area to be completed for use in the 1949-50 season.

Poulsen, a former ski star at the University of Nevada and promoter of the



Yosemite Photo

### INSPIRATION POINT RUN, YOSEMITE NATIONAL PARK

*Giant Fir Trees Cast Shadows Toward El Capitan*



## SKI in Yosemite National Park California

**TERRAIN** to suit every skier.

**CONSTAM** lift and three rope tows.

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## RESORTS

Mt. Rose area since its opening, has dreamed of this development for many years. When complete he believes that this project will be larger than any other ski facility in the Sierras.

The lift is to be a new type double-chair device to serve slopes that Poulsen says are comparable to the best in the nation. To be 7,500 feet long it will have a vertical rise of 2,000 feet and a capacity of 600 skiers an hour.

Because there are adequate hotel accommodations at Truckee and Tahoe, the Company does not plan to erect a ski lodge. There will be a shelter, however, with a restaurant, ski shop, recreation rooms and other facilities for skiers.

**Land Of Many Snows:** A new ski area is developing in the Charleston mountain area near Las Vegas, Nevada. Facilities



"It's FUN, BUT I DON'T LIKE THE LONG WALK BACK UP."

are to include a 1420-foot chair lift, a skating rink, a lodge which will accommodate more than a hundred people and a toboggan run.

Those interested in this project call themselves the "S N O W S," which means "Southern Nevada Organization for Winter Sports."

In the Loveland, Colorado, area six rope tows and a half-mile tractor sled are operating. There are two shelter houses, one of which will serve coffee and sandwiches. This popular ski area is open every day.

The popular ski lodge, **STONE-HENGE**, in Empire, Colorado, has been returned to its former status and will operate during the coming season. The lodge has been bought by a prominent Denver lawyer who has organized a capable staff of young people to manage and run the lodge. Bob Kenney, from Elkhorn Lodge, will manage the resort.

## Here & There

A new ski development for the Midwest, located just west of Otsego Lake, Mich., and U. S. Route 27, opened prior to Christmas. Owner and operators Gilbert and Ranzy Wells run three electric tows of 500 to 1500-foot length, to serve two trails and open slopes.

Night skiing with music and floodlights is featured.



IT'S EASY, IT'S  
**ASPEN, COLO.**

**Thunder Hill** and rope tow, at the foot of **Roch Run**—a gentle slope for novice skiers. **Little Nell**, with **Constam T-bar** lift carrying 550 persons per hour over newly smoothed slope. **Ruthie's Run**, new this year, up to 2,000 feet wide, includes gentle trails, snow bowl and open slopes—served by world's longest chair lift. Excellent snow from December to Spring. **Aspen Ski School** under co-direction of **Friedl Pfeifer** and **Fred Iselin**. \$70 all-inclusive **Learn To Ski Weeks**, January 16, 23, 30, February 6, 13, April 3, 10 and 17. Accommodations at **Hotel Jerome**, Victorian Guest Houses, **Aspen Apartments**, **Dormitories**. Prices begin at \$1 (European Plan with own sleeping bag) and \$7 American Plan. For reservations write **Charles Bishop**, Manager, **Hotel Jerome**. Write for **Aspen Winter Movie**.



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SKI MAGAZINE, JANUARY 15, 1949

## RESORTS

Free coffee for all skiers is one lure that attracts lovers of the sport to the Gospel Mt. Ski Area, near Grangeville, Idaho. Operated by the Idaho County Ski Club, the center boasts a slalom slope, practice jump and two tows. 80 miles of cross country trails traverse unsurpassed terrain.

Six feet is the average snow depth in the vicinity.

**Christmas Hills**, newly opened ski area at Livingston Manor, N. Y., offers free use of tows, overnight accommodations and meals from Friday through Sunday to fully qualified ski patrol members.

Undaunted by the sparse population of the lower Catskill area where Christmas Hills is located, the management made this special, unique appeal to visiting patrol members in order to provide coverage for the area.

Applicants must have the usual 40 hours of Red Cross instruction, must have passed the Patrol skiing ability test and be members of registered patrols.

An earlier appeal for paid patrolmen to cover the Fahnestock area at Carmel, N. Y., at five dollars a day produced only one qualified applicant.

**Arlberger** and 10th Mountain Division alumnus Arthur Doucette has reopened his Jackson Ski School on Black Mountain in Jackson, N. H., this winter, taking advantage of the expanded area opened by the new Constam T-Bar lift. Arrangements have been made for ski school students to have free week-day use of the new lift as well as the old Whitney lift.

Associated with Doucette are Ken Thompson of Lynn, Massachusetts, Irving Nutter and Dick May of Jackson, New Hampshire, Helen Fraser of Caribou, Maine, and Helen Davis of North Conway, New Hampshire.

### Progress

In 1935 a handful of enthusiasts who skied on snow covered sawdust piles formed the Blue Mountain Ski Club.

They progressed to Looking Glass Canyon near Tollgate, Oregon, where the hill was good and lack of skill could net them a ducking in Looking Glass Creek at the base.

During the summer of '47 facilities were consolidated at Spout Springs Mountain, with the relocation of the Looking Glass 800-foot rope tow there, and the construction of a new 1200-foot tow on a 39 percent grade. Ed Demaray, vice-president of the club, served as general chairman of the summer work program.

Buster Campbell, Chairman of the National Cross-Country Committee, took charge of the building of the jump hill, a "natural" that lies about a quarter of a mile south of Spout and only 200 yards off the road. Willis Ward, district forest ranger, helped with the dynamiting.

Now the Blue Mountain Ski Club, grown from 15 members, will sponsor the National Cross Country Championships March 5-6. The new jump, opened and dedicated January 2 with an exhibition, is expected to be financially the greatest single addition to the area.



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For maps, pictures and complete description of facilities write Mt. Sunapee State Park, Newbury 36, New Hampshire.



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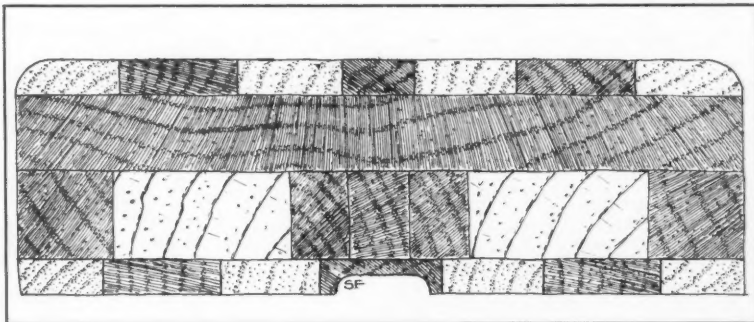
### Lamination Adds Strength, Balance

An aristocrat of skidom in the U. S., Flexible Flyer skis rate acclaim as the hardest boiled pair of boards known on any ski hill.

The S. L. Allen Company in Philadelphia bonds 20 pieces of red and white hickory and two center strips of lighter wood into their Ostbye patent Splitkeins so soundly that the skis have one of the

shop since the firm feels that laminated skis act livelier and perform better than solid skis and also that laminations provide 75% more strength than the conventional single strip of hardwood. In addition, the improved control in selecting perfect hickory stringers means a better balanced pair of skis.

Using a secret bonding compound,



SPLITKEIN CROSS-SECTION  
*The Camber Doesn't Tire*

longest life spans of any wood ski on the market.

Balance in the Allen ski is assured by cutting corresponding strips on either side of the ski's midpoint from the same billet of hickory.

Experts match the two skis by cutting similar strips in each ski from the same length of hickory wood. Under these specifications both skis inherit identical flexibility. Such a thing as standard flexibility for a brand of skis depends on exactly matching woods, an almost impossible task. But Splitkeins consistently perform midway between stiff and flexible gradations.

Splitkeins feature a built-in camber and tip curvature that even abuse can't discourage. This is because vertical and horizontal grained laminations are "set" with the ski curvatures in final form so that nothing but a shift in the layers of wood could release the curved pattern. In contrast, the camber must be bent into a solid ski and the wood will tire and tend to level out, if not untiringly cared for.

#### Lively Skis

Born during the depression, Anderson and Thompson Ski Company of Seattle weathered the storm and grew with skiing into a jack-of-all-ski-products, dealing in merchandise from plastic bottoms to steel edges and rucksacks — everything, in fact, but ski clothes.

In addition, the Seattle firm foreran the laminated ski in this country, and almost the same group of craftsmen who shaped the "original laminated ski" at A & T still perform the 50 operations that turn the company's upland hickory planks into swift running boards.

Only laminated skis leave the A & T

A & T's hickory laminations are locked into specially built forms and welded with several tons of pressure. When the ski is "cured", it leaves the form complete with a curved tip and gradual camber. However, this process is only a rudimentary step toward a salable ski. Shaping and cutting pattern the toe and smooth the contour of the ski itself. In the final steps single skis are matched for flexibility and stamped with guarantee numbers, good for a year of customer use.

Employees in the A & T shop, all veterans, work on a profit-sharing basis, in effect for the last 10 years. In 1947 about 45% of company profits were divided among these craftsmen. More than a business, A & T would have themselves considered a ski family.

#### Out Of The Ether

Not until Hjalmar Hvam had fallen victim to two broken legs in two consecutive spring skiing sessions did his thoughts on a safety binding solidify in a working model. In fact, the Old Country machinist was just recovering from ether when the idea dawned on him and he sketched the binding during his stay in the hospital.

The design involves a standard cable and front throw, which tighten the boot against a metal cup that steadies the boot sole. The cup is attached to the ski by a pivot device — the pivotal idea of the binding.

Hvam himself says, "It's the only binding in the world that can provide a five-way release. The skier's feet can come loose from a lateral twist on either side, preventing spiral fractures. The binding will release from a severe rocking twist as the heel of the ski gets stuck and the skier pivots around it. This prevents possible

## EQUIPMENT

pulled ligaments on the side of the ankle or a wrenched knee. The fifth action release is the straight upward pull at the toe which occurs when a ski tip gets stuck.

### Alger Success

Perhaps Manu Treyve, formerly a ski maker in the French Alps and now owner of the Mont Blanc Company, knows more about a U. S. skier's boot requirements than the skier himself. As he puts it, "Americans own cars and drive everywhere. Europeans walk everywhere. So Europeans have broader feet by comparison and their boots may not fit us in this country."

Consequently when Manu thought about adding the French Chevron boot to his importing business, he flew to the old country and talked the Chevron makers into using American boot lasts. Thus the Olympique model, used by Henri Oreiller in the Winter Games, should fit the U. S. foot. Reaching high on the ankle, like most French boots, it contains an inner

corset that laces over the instep and gives the foot greater stability.

Treyve's business-building in the United States reads like a page of Horatio Alger. He hit this country in 1938, his chief assets a knowledge of European ski equipment and a pocketful of handmade French ski emblems.

From 1939 to 1947, except for three war years, he ran the Timberline Lodge ski shop on Mount Hood, scattering advertisements and circulating the Mont Blanc emblems.

Now, with the Treyve franchise on Chevron boots in this country a reality, and his emblem and pin business in full swing, the importer hopes to bring additional French equipment over for inspection by American fans.

### Cross-Country Team

Monark Sportafär in Stockholm exports a special boot and binding, built for lightness and flexibility. For cross country running, the foot rate: track shoe freedom.



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## This new book will improve your Skiing

(OR YOUR MONEY BACK)

**I**F you feel that your skiing has settled down into a groove and that you're not getting any better, there's a charmingly written new book, **AN INVITATION TO SKIING**, that is guaranteed to snap you out of it and make your skiing improve at the rate it did when you first started. Designed primarily for beginners, it is an excellent refresher course for "blocked" skiers, because it not only tells you how to ski, step by step, in a modern modification of the Arlberg method, but it explains the *why* of each step. And it is written clearly, amusingly, without jargon.

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The more than 175 photographs and diagrams do not simply illustrate the text. They furnish additional instruction. They were taken, not for picturesque angle shots of flying snow, but for their simple clarity and precision.

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Fred Iselin, one of the authors, is a famous Swiss champion and instructor. His collaborator, A. C. Spector, is a professional writer who was never on skis until he was thirty and thus understands the special problems of the amateur who wants to ski for fun.

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PEOPLE

*Winning Finns Compete In U. S.*

Matti Pietikainen and Leo Laakso of Finland, who finished fourth and sixth, respectively, in the special jumping event of the Olympics at St. Moritz last winter, have a style that will be watched with great interest during their exhibitions in this country this month. Of equal interest will be any meets in which **Gordy Wren** jumps against the Finns. In the Olympic competition Wren, a member of the U. S. team, finished in fifth position between Pietikainen and Laakso. **Art Devlin** of Lake Placid will also be gunning for them.

**Janet Mead** is back at Pico Peak above Rutland, Vt. after a six weeks survey of

and **Hobart Tower**, both former professional skiers, head the patrol at the Berkshires' new T-Bar area, Jiminy Peak.

If anyone knows where surplus Army rayon gunner's mitts can be purchased, **T. Bleeker Ripsom**, 25 Covert Place, Stewart Manor, L. I., N. Y., would like to hear about it. Ripsom, the Long Island Section Chief of the NSPS, says they are excellent for patrolmen's use.

**Tino Koch**, assistant director of the Davos-Parsenn Ski School of Switzerland, which has 50 instructors, is chief of the school at the Hogback area near Brattleboro, Vt., this season.



Howard Clifford Photo

**BRUCE & DON MACDONALD**

*From Tacoma To France*

Nevada ski terrain while taking the "cure" at Reno.

Olympic jumper **Ralph Bietila** of Ishpeming, Michigan, became the proud father of a son, **Paul Joseph**, last month.

Among the well-known skiers instructing at Camp Hale in Colorado are **Gordy Wren**, **Norm Richardson**, "Pop" **Sorenson**, **Eldon Metzger**, **Herb Rasor**, **Hans Wagner**, **Rudi Schnackenberg**, **Stewart Dodge**, **Bernard Herbert** and **Leon Wilmot**.

Word has been received of the recent death of **Ernst "Papa" Frueh**, 73-year-old dean of Swiss skiers. Frueh learned to ski in 1906 and took part every year in many civilian and military ski competitions. His last competition was a 30-mile cross-country race in 1942 at the age of 67. When 60 years old he had the best time of all senior class (above age 32) at the Swiss 50 kilometer cross-country championships. Death was caused by a fall during a mountain climb.

**Lester A. Wooley**, a National Ski Patrolman and member of the Hartford Ski Club, is now in charge of the patrol at Otis Ridge, Otis, Mass. **Miles Bartlett**

Another skier joined **Don Amick's** family circle when a daughter was born last month to the Seattlean. This makes four Olympic candidates for the Amicks, two boys and two girls.

Arlbergers **Gary Gast** and **Ariel Edmiston** are conducting the Mt. Hood Ski School at Government Camp, Oregon, this season. Edmiston is a former member of the Timberline Lodge school.

Also operating at Government Camp is the **Willi Helming** Ski School directed by Helming and "Tiny" **Pentheny**. Olympic downhiller **Dave Faires** has left the amateur ranks to take up teaching at Stevens Pass in Washington.

**John Black**, well-known North Conway, N. H. equipment expert, has taken over the ski shops at The Lodge at Smuggler's Notch and in the new Stowe Center at Stowe, Vt.

Mountain troopers **Bruce and Don MacDonald**, the skiing twins of Tacoma, Washington, are headed for France to become the first Americans to attend the four-months course of L'Ecole Nationale de Ski. They became interested in the French technique while students of **Emile**

## PEOPLE

Allais in South America.

Former Canadian Champion **Eleanor Boyle** of Banff and Lake Louise was recently married to **Marc Crozie** of Banff, where they are now living. **Norman Knight**, well-known Banff racer, is now in Arizona and skiing around Flagstaff.

**Mrs. Sverre Engen**, popular ski instructor at Alta, Utah, was recently selected by Salt Lake's Desert News as "woman of the week."



**TINO KOCH**

*From Davos To Hogback*

**Helen and Chris Foeger** appear to be enjoying the snow at Yosemite National Park in California where **Daddy Luggi** heads the ski school. His assistant this year is **Bill Cahow** and instructors **Tony Freitas**, **Bob Brelsford**, **Norman Palmer**, **Nick Fiore**, **Ross Moore**, **Jim McConkey** and **Chuck Freshwater**.



**HELEN & CHRIS FOEGER**

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#### CHIMNEY MIRROR—

Route 2, Williamstown, directly opposite Howard Johnson. Rooms and cabins. Hot water heat. Twin Beds. Private showers. Lounge. Fireplaces. Tel. 302-M.

#### ELWAL PINES—

Winter sports resort on Routes 2 and 7 one mile south of Williamstown. Skiing and skating at Inn. For particulars, contact W. M. Hinrichs, Owner-Manager.

#### HALLER INN—

In center of Williamstown. Advance reservations appreciated. Choice of American or European plan. Telephone 305. Mr. and Mrs. Frank R. Thoms, Jr.

#### NORTHSIDE—

on U. S. Route No. 7 in Williamstown. Sixteen bedrooms. Completely furnished and well-heated. Mr. and Mrs. A. L. Roberts, Owner-Managers. Tel. 776.

#### RICHMOND HOTEL—

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## FASHIONS

### Trail Comfort Starts At Skin

Rumor hath it that beauty is only skin deep. But it's no rumor that comfort on the slopes and trails is definitely dependent on what's worn from the skin out. The hidden element in any satisfactory ski costume is grandpa's old pet — long handled underwear.

It's a vital investment in health and comfort in two important ways. The close knit or weave of the fabric helps hold natural body warmth while the fibers absorb perspiration caused by exertion. This "blotter" action prevents too rapid

elasticity for smooth fit and freedom. Duofold makes these in white for men and women but there is something psychologically warm in the Sun Valley Red that makes it more popular.

#### Stags

One of the few firms that makes ski and sportswear "for men only" is David D. Doniger & Co., which has the famous McGregor Sportswear label. They have had lots of experience in making lightweight, free action jackets. This is one of



McGREGOR SHIRT & SHOULDER-ZIPPED PARKA

One Washable, One Water-Repellent

cooling and chilling, which is apt to lead to sniffles and worse.

Other aspects should also be considered. Since "longies" are worn under sleek downhill trousers, they should fit smoothly and have natural elasticity in the fabric to allow complete freedom of movement.

**Skin-Smooth:** They should fit as smoothly as your skin and as comfortably, that is, not bind in any way. That's a large order, but it can be filled in just about any department or sporting goods store.

Duofold, one of the oldest firms in the business, has one excellent answer to the problem. And this firm has several noteworthy points to its product. Its garments, both the long drawers and the long sleeved tops, are made of two layers, both very finely knit, that are interlocked with tiny stitches to prevent slippage.

This allows greater warmth with no added bulk. The inner layer is cotton which eliminates the itch some people suffer from wool in direct contact with their skin. The outer layer is also cotton, but with 30% wool for greater warmth.

Knitting the fabrics assures a natural

the firms that, during the war, devoted their skiwear facilities to government work. And, to prove the functionalism of their ski clothes further, all of their fabrics and designs for skiing are first tested in Canadian ski areas. Here are some of the items to look for under the McGregor label.

On the left is one of McGregor's famous wool shirts, this time in a solid color. The shoulder zipped parka on the right is of water repellent 60% rayon 40% cotton mixture that is light in weight and yet strong. The knit cuffs, neck and waistband are of 100% wool. The zipped cigarette pocket acts as a humidor for your smokes—it's lined with oilskin. This retails for around \$11.

Possibly McGregor is better known for their wool shirts than for any other single item in their line. And this season they have several that are departures from the usual. One is a 100% wool shirt, certified washable by the American Institute of Laundering.

After sad experiences washing wool shirts that are water-shy, it's nice to know that the Monsanto Resloom process

## FASHIONS

makes the fabric definitely color fast and non-shrinkable.

In solid colors, light or bright, these are aptly called the "Wonderwool" shirts and retail for about \$10. And don't be surprised if gals show up in them — they don't like shrinking wools either.

**In-Again, Out-Again:** The "Quick Exit" zipper is used on all the zippered



WONDERWOOL SHIRT  
*Can The Men Hold Their Own?*

jackets at McGregor — and also on this 100% wool shirt in the warmest red imaginable. Concealed with a fly front, the full length zipper closing prevents drafts and eliminates popping buttons. The simulated hand picking on the collar, front and pocket flaps gives it a much more-than-\$12 look.

McGregor's "Triple Threat" jacket makes a great deal of sense for anyone living for a weekend or more out of a suitcase. The hip length jacket has a full length "Quick Exit" zippered shell of satin back twill or 40%-60% wool gabardine.

The two pockets are really doubles: one under the conventional flap, one superimposed on that with a diagonal slit opening. The flap pockets can be used as such, and the slit pockets are convenient hand warmers. The water repellent shell of this jacket makes a fine garment for any slope. However, there is more to come.

Zippered into the shell is a collarless, V-necked cardigan jacket of flannel that not only makes a warm lining but a good jacket for fireside or barside lounging. An excellent all-purpose jacket, it retails for under \$33 in gabardine and under \$30 in the satin back twill.

### Lift Warmers

Pile-lined coats have been regular tow-coat items for some time now, and this seems to be one of the peak years. London Weatherproofs, a firm founded back in the 1800s, makes some of the finest pile-lined coats, as well as others, to be found.

During the 1920s, pile coats, with pile on the outside, were a popular but quite

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## FASHIONS

expensive item. London Weatherproof was making these at the time. Then, as will happen, the market dropped out of the whole business. The pile manufacturers were left with mountains of the stuff stored in every convenient corner.



THE 'SKI KING'  
 Attention On The Slopes

Some time later, during the early 1930s, London Weatherproofs started playing around with the pile fabric as a lining — it was just one of those ideas that seems to develop when there's a good supply of a newly inexpensive material. Hence the first pile-lined coat.

Campion's, in Hanover, N. H., was one of the first stores to carry the London Weatherproof pile-lined coat — and they still carry the same brand.

**This Year's Crop:** The current crop of coats come for both men and women in a variety of fabrics. All the men's coats are made with raglan sleeves, while the women's have set-in sleeves.

The pile linings are all full — that means the sleeves are lined, too — and the pile is made by the Timmie Tuft Co., one of the best known manufacturers.

Fabrics include the finest worsted gabardine, covert cloth and cotton poplin. With self belts, the coats can be had in topcoat or three-quarter length.

As an idea of the price range, the topcoat length worsted gabardine pile-lined coat for men retails for around \$110 while the same style in cotton poplin is around \$65. These coats are a long-time investment in the finest materials, excellent workmanship and exceptional warmth.

#### Variety

Earning attention in shops across the country are the widely varied sweaters with the famous Jantzen label in the back of the neck. They range from the restrained, quietly competent professional look to the frankly flamboyant and attention-gathering.

Some feature Indian designs in desert colors, others the broad-shouldered look.

All are easy on the purse. The one shown here is the "Ski King" lending lightness to Floyd Dupois' jump turn.

#### Craft

A bit of witchery brewed up by the Sun Valley Manufacturing Company is the "Witch" — meaning the mountaineer cloth parka shown here, not the girl displaying it.

Water repellent and wind resistant, the "Witch" has a snug, piquant hood and flattering V-shaped yoke with extra easiness fulled in. The sleeves fit close around the wrist to keep out drafts and stray snow.

#### Good Travellers

Sales figures from all over the country have pretty well indicated the wholehearted acceptance of the knitted one and two piece dress as a welcome item in a gal's wardrobe. And certainly anyone who has travelled with such a costume knows the ease with which they take to packing and the rigors of travel.

Kingstone Sportswear, makers of some nicely moderate-priced ski sweaters, know this full well and recommend a surprisingly inexpensive outfit for the commuter to the trails. It's a cotton bouclé knitted skirt, slightly full with a ribbed waistline, and round-necked, short-sleeved top with pseudo cables running up the front. It also has a self belt.

And don't look now, but we're told this retails for less than \$12! One certainly couldn't ask for more consideration for the bankroll.

**A Handy Gadget . . .** is the ski carrier at the Norse House, 57 West 46th Street, N. Y. C. For carrying skis in the hand, it's a wooden rod about 3½ feet long with riveted double straps at either end. The heavier straps accommodate your skis, the lighter ones the poles. \$2.50 is the tariff.



THE 'WITCH'  
 One Touch of Black Magic

## COMPETITIONS~~~~~

### Busy Days

No national championships, but a schedule to suit even the insatiable appetite of competitors and spectators lies ahead in the next two-week period. See CALENDAR OF EVENTS, page 38.

The Central Division will interrupt a schedule of nine jumping events over a period of 14 days to conduct the Central Cross-Country Championships on the 23rd under the sponsorship of the Milwaukee Ski Club. The period will close on the 30th with five jumping meets, and the Women's and Junior Four-Events Championship under the sponsorship of the Heiliger Huegel Ski Club of Milwaukee.

**Titles On The Block:** The Eastern Division will open the session with one of the Division's top races of the winter. In a two-day meet on the 15th and 16th competitors, who have had limited opportunity for early training because of snow conditions, will match skill and courage for the coveted Eastern Downhill and Slalom titles. The schedule calls for the downhill races on Wildcat and the slalom on Cranmore. Nansen is the sponsoring ski club.

Equally colorful will be the Veterans' Downhill and Slalom Divisional Championship slated for the same dates. At Big Bromley the Big Bromley Ski Club will play host to the greats of yesteryear in a competition that produces not only fine skiing, but pleasant memories of other winters.

At the Snow Bowl the Middlebury Winter Sports Club will stage the Division's leading event of the winter for the women. This year the Women's Downhill, Slalom and Combined Championships will be of even greater interest than recent years, for on the 22nd and 23rd many youngsters new to the top brackets of competitive skiing will undoubtedly catapult into the limelight.

Cannon Mountain will be the scene of an event that has grown so popular with competitors and spectators alike that the 29th and 30th rate as red letter days with the Divisional Giant Slalom Championship on schedule. The Franconia Ski Club will sponsor the race.

In the Far West Division only the Nevada State Jumping Championship held by the Reno Ski Club and the Junior Jumping Championship (Eastern) interrupt an otherwise all downhill and slalom schedule. The Junior jumping meet will take place on the 23rd and the Nevada title jumping on the 29-30th.

Northern Rocky Mountains' schedule will be limited to three events the remainder of the month with the Cross Country and Jump Championship held by the Butte Ski Club the single Divisional title under fire.

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SKI MAGAZINE, JANUARY 15, 1949



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## CANADIAN

### St. Jovite Claims Girl Champ

Tagged as a future champion, Lucille Wheeler of St. Jovite, P. Q., is a prime example of the pre-eminent ability that can be developed in a sturdy youngster with proper training and the encourage-

Ernie McCulloch of Three Rivers led the men's division and John Anderson of Collingwood, Ontario, was runner-up. The school session was held at Jasper-in-Quebec.



Frank Scofield Photo

WINNERS McCULLOCH, SHARE & ANDERSON

RSI At Jasper-In-Quebec

ment afforded by early racing.

Now 13 years old, Lucille started her competitive career when she was eight. Although she is of junior class age, she always likes to ski against senior competitors, she says.

By skiing against the best, she has improved herself to the point where she joins the ranks of the best. At present she holds the Dominion Ladies' Downhill Championship title, second in combined. Last season she won the annual Tashereau downhill classic on Mont Tremblant, P. Q., and was the only woman to race the two mile course in less than four minutes that day.

Lucille lives near the ski slopes of St. Jovite and has a private tutor for her school lessons. In the winter she studies until 1:00 p.m. and skis all afternoon, then makes up the lost time in the evenings and in spring and fall.

According to Real Charette, new head of the Snow Eagle Ski School at Gray Rocks Inn, St. Jovite, who assisted Luggi Foeger for four years, Lucille is an exceptionally cool and intelligent racer, stocky but not fat. "She could truly be called the 'Andrea Mead' of Canada," he says, adding, "She is a sure bet for a spot on the Canadian team this year."

### Skill's Reward

The Canadian Ski Instructors Alliance holds a ski school for instructors in the early part of each season to examine candidates for Registered Ski Instructor (RSI) badges. This year the only woman to be judged qualified was Miss Krayna Share of Montreal.

### Historic Center

Becoming one of the most cosmopolitan ski centers in the Americas, Québec City's Chateau Frontenac's Ski Hawk Ski School has added Stephen Kandic, Yugoslavian skier, to the ranks of its instructors, who are under the leadership of Fritz Loosli. Chief assistant is Lionel Terray, formerly of Hanches, near Chamonix, France, who will coach the Quebec City ski team. Other instructors are French and English speaking Canadians.

As a child Kandic took lessons from such famous skiers as Tancar of Yugoslavia, Hannes Schneider, Toni Seelos and Rudi Matt of Austria, and Emile Allais of France. He was awarded scholarships from the Sokol, Central European athletic organization, and became a qualified instructor.

Following several years as a ski teacher and three years as prisoner of war, he recently came to Canada.

**The Old Days:** Québec City, ancient citadel of North America, has attracted tourists for many years, but in the summertime only. In the winters Québec city folks had to do something to enliven the sportless portion of the calendar. Snowshoe parties, toboggan slides, dog-team races and skating graced the great broad promenade in front of the Chateau Frontenac — natural center for activity in the picturesque two-level city.

Suddenly the world came alive with ski enthusiasm! In a few brief years the craze grew for uphill transportation on smoothly-packed downhill runs.

The innovation of the ski-tow had a lot

## CANADIAN

to do with it, for it made a day of skiing completely the reverse of its previous estate. Prior to the building of the first ski tow in the world, at Shawbridge, P. Q., in 1931, a skier spent 95% of his time climbing. The ski tow enabled him to spend 90% of his time going downhill.

Québec was fortunate to find itself in one of the greatest natural snowbelts in the world. The old curse of "snowbound-ness" had indeed become a blessing.

Demand dictated that Québec expand in a skiing sense. The Lac Beauport area with its friendly mountain du Lac, was



Luggi Foeger Photo

### CHAMPION WHEELER

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chosen and today its facilities rank among the most complete in North America.

Nearby, towering Mont Ste. Anne, scene of the 1947 Canadian Downhill, Slalom and Jumping Championships is another exceptional ski experience for any visitor. The Beauport area has grown in charm, size and fame very rapidly.



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- STE. ADELE LODGE** Ste. Adele en haut, P.Q. Home of Open Slopes "40" and "80". 4 Tows, Network of Trails, de Passille Ski School, Evening Entertainment, Rates \$7.50 to \$11.00.
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J. F. Malloy Photo

# MONT BLANC AND THE UPPER AERIAL TRAMWAY AT CHAMONIX, FRANCE

*Suspense*

## BOOKS

### Allais Made Visible

**How to Ski.** The French Method by Emile Allais. Translated from the French by Agustin R. Edwards. Published by Flèche Publications, Paris and released in the United States by New Directions, 500 Fifth Avenue, New York City. 110 pages. \$6.00.

To serious students of technique as well as anyone desiring to know what the French or Allais technique is all about, no better ski book has ever been published. Whether or not one agrees with Allais on the universal adaptability of his technique for beginners, the fact remains that this book is the first to be written for many years by an outstanding world competitor.

The system is presented in a series of photographs of the author, showing positions from straight downhill running all the way to cornice jumps, with spectacular photos taken by Pierre Boucher. Three spring seasons were spent by Boucher and Allais to obtain the striking demonstration photos.

These photos alone make it an outstanding ski book and are a great improvement over the strip film sequences that have been used to demonstrate the various movements of a ski turn.

The book will certainly do much to gain adherents to the Allais technique in this country and should become "required reading" for advanced skiers.

**Skiing Naturally** by Frank Harper. Published by A. A. Wyn, Inc., 23 W. 47th St., New York City. 128 pages. \$2.00.

Skiing is more than a sport. It's a state of mind — a philosophy that will survive Schopenhauer and all other philosophers of pessimism, because skiing is the philosophy of the optimists, according to Harper. And thus he opens this new book designed for non-skiers and beginners, and takes them all the way from the selection of equipment, through all the turns including the telemark, and finally into ski touring, which he describes as an essential part of ski instruction.

The book is one from which many skiers will benefit.

**1949 American Ski Annual.** Edited by Roger Langley and published by the National Ski Association of America, Barre, Mass. 288 pages. \$1.50.

Roger Langley has done another creditable job in putting together the highlights and trends of the ski sport in the new Annual. The coverage in this year's book takes one across the country in the divisional reports on the 1947-48 season, includes James Laughlin's coverage of the Olympic Games in Switzerland, Frank Elkin's observations of Norway's skiing; the Parsenn Derby in Switzerland by J. Stanley Mullin, and even a report on skiing last summer in Argentina by Barney McLean.

The book is profusely illustrated throughout and is certain of good acceptance by skiers throughout the world.

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## COLLEGIATE

**Uphill Push:** "On a budget of \$475 the Hamilton skiers last year managed to participate in seven meets against a season's total of 14 other colleges. To effect this the team traveled in students' cars, borrowed jumping and cross-country skis, practiced on a steep 300-foot gully near the college to improve slalom technique, and trusted to the fates their luck on whatever jumping they might need to do.

"At the end of the 1947-48 season the team wheedled \$2000 from the college to buy a portable tow, skis, clear a 1600-foot hill, etc. A decent schedule will be against such teams as Colgate, Cortland, Hobart, Union, Syracuse, Williams and Paul Smith Colleges. Throughout the fall the team has trained for the coming season, and has procured the part-time professional help of Otto Von Allman.

"Yet always the Hamilton team faces the problem of talent and training facilities: its members know their limitations."

Little wonder that the proposed reorganization of the I.S.U. listed as one possible step, "Establishment of leagues of 'official' teams under relative ability and geographical status with 'play-off' type eliminations or percentage records for championships."

The I.S.U. will also study these points between now and springtime before meeting for reorganization:

(1) Definition of what constitutes collegiate participation.

(2) Definition of collegiate and individual eligibility in terms of the backing of ski teams or ski clubs as "official" representatives of colleges. And if this is done —

(3) Will the "official ski teams" be bound by the colleges' own eligibility rules as defined for other sports?

(4) Recognition by leagues of teams which are "official" college teams, but are not bound by college eligibility rules.

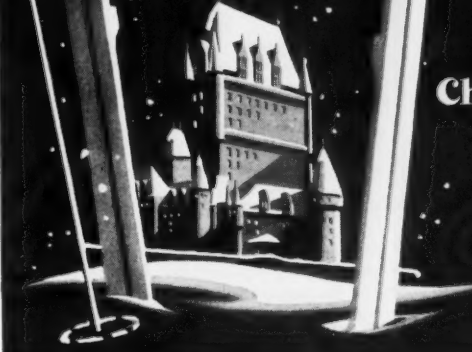
In the opinion of delegates who attended the I.S.U. meeting, the tremendous impetus which skiing has enjoyed since the war and the inability of the I.S.U. to get back on its feet have created a crying need for a larger, more inclusive organization to administer eastern intercollegiate skiing. The question of eligibility has been a thorn in the side of those who schedule and run ski meets and carnivals for some time.

**Whither?** — Should smaller schools where freshmen are eligible for varsity teams be compelled to keep within the larger school's three-year eligibility regulations? Can ski clubs indirectly connected with colleges but in no way regulated by them compete legally against college-sponsored teams with no more than a college's okay for the clubs to wear the college colors?

What really is the future of an organization hoping to control an intercollegiate sport with undergraduate administration?

Perhaps good, maybe poor. One thing is certain. The so-called small colleges (many of them are big enrollment-wise but not in skiing) are branching out in every region. Once finding their own niche in the ski world, they are better off in every respect.

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## PHOTOGRAPHY

More film, both still and movie, has probably been wasted on skiing and its allied interests than on any other sport. Actually, winter photography should be simpler than that of other seasons and can be if a few basic requirements are established by the picture taker before attempting to transpose a winter scene or bit of action on film.

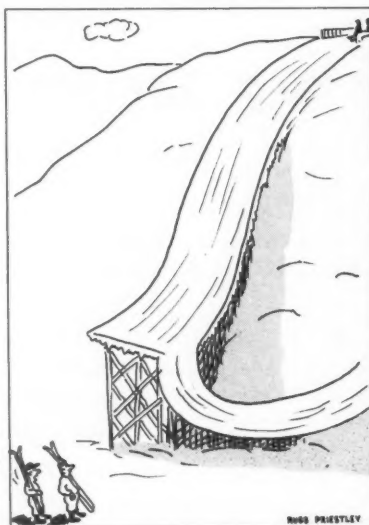
Professional photographers have long since learned that spectacular photos cannot be made without bright sunshine and its attendant shadows. Of course they are sometimes called upon to make news photos of competitive events, but rarely are the results more than "record shots."

In this matter of sunlight, western skiers of course have a terrific advantage over their eastern cousins, particularly in late Spring at the higher altitudes after the snows have left most of the eastern centers.

Considerable disappointment and expense will be saved by ski photographers this winter if they will promise themselves never to bother to take any pictures unless there is good sunlight and shadows. With this as a requirement, it is a safe bet that most anyone with even a slight knowledge of exposures and film speeds will come up with creditable photos. This applies particularly to black and white film which today has so much latitude that it is almost impossible to go completely wrong.

**Background:** Probably the second greatest factor contributing to poor results by skiers hoping to bring home a bit of the beauty and thrills of a weekend of skiing is the matter of backgrounds for pictures.

Here again the eastern skier is at a natural disadvantage, because there is little less attractive than a background of maples, poplars or other pole-like trees which lose their beauty once they have lost their foliage. The same is true of evergreens unless one is fortunate enough to be on hand immediately after a heavy snowfall and before a wind has removed the snow.



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Relax ...

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IN THE "SNOW CORNER" OF NEW ENGLAND

## TECHNIQUE

### Empire Unification

During the winter of 1946-47 the ski instructors of New York State were requested by the New York State Winter Sports Council to form a Professional Ski Instructors Association, and to use the first American unified teaching system.

Hannes Schmid of Switzerland who had just arrived at Turin, N. Y., was teaching modern Swiss technique. Otto Schniebs, at the Gore Mountain Ski School of North Creek, was working on modern skiing methods and had brought Bob Albuoy and Rene Ravoire from France to join his staff.

From the methods of the whole group a unification of technique was born with these basic points as presented by Dot Hoyt, president of the N.Y.S.P.S.I.A.:

The first thing to encourage in a skier is relaxation — in walking, climbing, and running. The running, or traversing, position is reached by standing erect, leaning forward from the ankles, then relaxing the knees. This, of course, necessitates cable or other secure bindings. Emphasis is placed on correct running position, feet a comfortable distance apart, uphill ski ahead in traverse, weight evenly divided on both skis.

For all turns the Empire Technique teaches a rotation of the shoulders and upper body toward the turn direction. To get a strong rotation, a counterswing of the arms and shoulders is utilized. The latter motion should be relaxed and has no effect on existing direction. In the rotation the muscles are tightened, the rotation transferred to hips, legs, feet, boot and skis. The hips stay firmly at right angles to the direction of the motion. They are never swung. As the rotation is started, the body is lowered, pushing the knees further forward, to acquire the necessary knee push. Thus more weight is put on the tips and less on the tails of the skis.

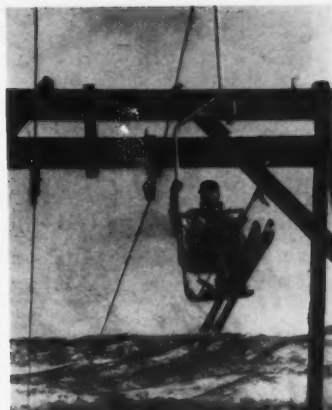
In the counterswing instructors warn against overswing — the hands do not cross to the opposite side at all. The elbows and wrists are out slightly, making the arms rounded, to make it easier to get a good rotation — not a straight arm swing.

The Empire Technique starts the beginner on these steps:

(1) **Snowplow** position (with return to normal running position after each turn.)

(2) **Sideslipping** and **Uphill Christie** (considered the really important part of good modern skiing. After performing the motions of turning into the hill from a traverse, the skier is then taught to start turns with skis pointed slightly more toward the fall line resulting in a good christie along the fall line.)

(3) **Stem Christie.** (The uphill ski is stemmed as the counterswing takes place. The uphill tip is even, or behind, the tip of the downhill ski. The uphill ski is stemmed for several reasons: to make less turn, not more, as would result from stemming the downhill ski; (2) to free the upper edge of the stemmed ski in order that the uphill ski will slide easily. Rotation as above then follows.)



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## JUNIORS

### For City Kids—A Fine Opportunity

For those youngsters not able to step out into their own backyard for an hour or more after-school skiing or a full Saturday and Sunday at nearby facilities, a new idea has developed which has real merit.

Already available for city children are the vacation ski school weeks in many areas across the country. The Otis Ridge Junior Ski Camp has pushed this program one step further and will conduct a children's ski school each week-end at Otis, Mass., during the winter months.



Mason Photo

**EIGHT-YEAR-OLD AT OTIS**  
*Fun In Control*

Directed by Mr. and Mrs. George Dillman, veterans of summer camp activities, the ski camp will be run like a summer camp program.

Noteworthy is the fact that the entire session from Friday afternoon to Sunday afternoon will cost but \$20.00. This covers two full days of bed and board, ski instruction, supervision of recreational skiing and all activities outside of skiing hours, use of the tows both at the ski camp and at Otis Ridge, and any necessary local transportation.

Several items in the announcement of this skiing opportunity for youngsters 8 to 15 indicate the Dillmans have more than a little background in junior skiing.

In specifying equipment the Dillmans advise, "Boots: real, control-giving ski boots. They should fit properly into the toe irons. The feet shouldn't swim in them."

The purpose of the ski camp, the Dillmans announce, is

"1. To give the children a healthy, enjoyable week-end.

"2. To develop sound skiing technique. If you begin your skiing without instruction, you form bad habits which are extremely difficult to break later on. We want to save your child that difficulty and discouragement, to establish proper technique from the start.

"3. To instill the habit of skiing under control. The pleasure and satisfaction of skiing comes from being the master of your skis at all times. When we help somebody discover this, the fascination of the sport suddenly opens up before him. Aimless,

out-of-control running becomes dull by comparison.

"4. To give the pupil some skiing background. This includes courtesy, sportsmanship, elementary principles of safety, care and use of equipment, etc."

Junior skiing programs of all kinds could have no finer four-point program. The school should be an outstanding success and similar ski camps will undoubtedly develop in other sections within a few winters.

**Unity:** Another departure from the ordinary has taken place in the junior program at North Conway, N. H. To complement the fine training program of former years in the Eastern Slopes Region, the school fathers have officially joined hands with the sponsors of kids' skiing for a unified, coordinated effort.

The region will conduct a full local program, and during this winter will permit a total of four inter-area meets for the snow-highskiers. With skiers of the caliber of nine-year-old Connie Callan pointing out the results of junior instruction for all, North Conway adults are convinced that this country is just beginning to delve into the limitless potentialities of junior training programs.

**Two Newcomers:** Other programs starting for the tiny tots are reported from West Yellowstone, Mont., and Rutland, Vt.

West Yellowstone will provide free transportation along with instruction by Hans Sarbach, and Rutland will inaugurate an extensive childrens' program that will include all youngsters from the first to the eighth grades. Karl Aeker of Pico will instruct free of charge and supervise a volunteer staff of assistants. Training will also take place in care and purchase of equipment, good manners on the ski slopes, and competitive skiing for those who show the aptitude.



Holland Photo

**NINE-YEAR-OLD CONNIE CALLAN**  
*Results of Junior Program*

## SCHOLASTIC

### Girls Lack Ski Competition

Easily forgotten in the rush of news concerning the scholastic males is the progress in skiing among the girls of our high and preparatory schools.

Considering the success of America's female skiers in international races, the girls have a natural talent worthy of everyone's time and attention.

of the club, pays this tribute to Gillis:

"To the young people of Central Oregon, Gillis was a beloved companion and an encouraging leader. Each weekend he would take a group of youngsters into the nearby Cascades to instruct them in sound technique and to imbue them with respect for nature and a knowledge



KENTS HILL TEAM  
Racing To Develop Technique

At Kents Hill Preparatory School and Junior College (Maine) Coach Virginia Parker is conducting a vigorous campaign to spread the ski fever to the high school girls of her state and across the nation.

Sparked by the success of her first team's undefeated season, Coach Parker is staging a commendable fight to build up a program that will be a reasonable facsimile to the more familiar boys activities.

First step in the program will be a Girls' Carnival on February 5. Scheduled to create an interest in girls' skiing at other schools, the Carnival will include girls from Deering High, Portland, Westbrook Junior College, and Colby College.

Apparently the great difficulty that all enthusiasts of a program for team skiing for girls face is the lack of competition in most areas.

"We believe in racing more as a means to develop technique," explains Coach Parker. "Our main concern is encouraging the girls to ski. We wish sincerely that other Maine schools and clubs would do the same."

**No Lack:** There will be neither lack of competition nor fine sentiment on January 23 when the second annual running of the Jere Gillis Memorial downhill and slalom meet at Oregon's Hoodoo Bowl takes place under the sponsorship of the Bend Skyliners. Marion Gerke, president

of her ways. He was the first to give impetus to junior skiing in the Santiam area. It was his encouragement and instruction that produced champion skiers of the last decade—young men confident of their own skills, yet considerate of their neophyte colleagues.

"Killed in a tragic, freak accident in 1944, Gillis did not live to see his own sons earn coveted ski honors. The top honor went to Gene when he was selected for the Olympic team. Younger brother, Phil, is one of Oregon's best-known junior racers, having twice won the junior division of Mt. Hood's famed Golden Rose downhill.

"It is appropriate indeed that the U. S. Forest Service and the clubs of the Central Cascade area should remember Jere Gillis, who devoted himself to the furthering of winter sports in Oregon—and especially the training of young skiers."

High schoolers should note well what makes team skiing tick. Middlebury won the National Intercollegiate Four-Event Ski Championship at Aspen because of strength in the jumping and cross country events. Western State College pushed the winners to the utmost because of unexpected strength in these events. Of the 13 colleges entered these two stood out especially in cross country where many meets are won or lost. Collegiate skiing is no different from scholastic skiing in this respect.

  
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**PRINCE ALBERT**—Modern dormitory facilities, \$2 per day. Double rooms for couples, same price. Accommodations also available for guests furnishing own bedding (bedrolls) \$1 per day.

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#### Pittsfield

**SHERATON HOTEL**—Pittsfield, Mass. 1½ miles to Bousquet's, 12 miles to Jiminy Peak. Attractive and comfortable rooms, many with private bath. Rates from \$3.00 per day, European Plan. Dining Room, Cocktail Lounge, Saturday Night Dance. Completely fireproof. Telephone Pittsfield 4511.

### NEW HAMPSHIRE

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#### Hanover

**THE COUNTRY INN**—Centrally located. \$50 wk. Package Plan includes everything. Children's Ski School. Acc. 20. Catering to Family Groups. Write Box 401, Lebanon, N. H.

**NORWICH INN**—Cozy, comfy, good eatin', skiin', tow—Dartmouth 1 mile. Info. Norwich, Vt. Tel. 43.

#### Jackson

**SPRUCE MT. LODGE**—Capacity 50. Mid-week and group discounts. 1200 ft. tow. Near new Thorn & Black Mt. lifts.

**WHITNEYS' IN JACKSON, N. H.** A comfortable Eastern Slope Region Inn at the foot of the new Black Mountain Alpine Lift. Reasonable rates. Write Whitneys', Box 14, Jackson, N. H.

#### North Conway

**CRANMORE INN**—Dartmouth Hospitality; 10 min. walk to Mt. Cranmore; \$6. up Am. Plan.

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**THE LODGE AT SMUGGLER'S NOTCH**—Cap. 200. Private slopes, trails end at door. Excellent cuisine. \$7.75-\$12. A. P. New illus. folder. George P. Morrell, owner.

**THE ROUND HEARTH**—Men's and Women's Dormitories. \$3.75 Amer. Capacity 100. Famous circular fireplace.

**THE CLARKS**—The family ski center at Mad River. Takes 14. Al & Nancy Clark. Phone 6-5.

### UTAH

#### Alta

**THE ALTA LODGE.** Open from Thanksgiving to May. Sverre & Alf Engen's Ski School. Three chair lifts right next to Lodge. Write for booklet to Alta Lodge, Sandy, Utah.

### CANADA

#### Mont Tremblant Station, P. Q.

**CHALET DU LAC**—A "habitant" inn with clean accommodations, real French-Canadian "pea soup cooking," bar. 5 minutes to Mont Tremblant chair lifts. \$4-\$6 day, \$20-\$35 week, Amer. Plan. Mme. L. Gendrow.

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## SHOPPING



Nimble needle fingers . . . will get a workout on this original Danish-inspired sweater, designed by nimble-witted Jessie A. MacDonald of Lowell, Mass. Combining her job and her hobby, she works out patterns for machine knitting besides designing sweaters for friends.

"Many of the old Scandinavian motifs are very handsome," she says, "and could be applied to garments which skiers like to wear, worked out in colors, cut, lengths, etc. I am especially interested in the more ancient patterns as they look so well against the snow."

Complete directions for knitting men's and women's sweaters in the design shown here are available, and Inventor MacDonald has many more up her knitted sleeve.

**Traffic Light Mitts** . . . or, what won't they think of next? Poplin shells from the Sports Center Shops at 561 Fifth Avenue and 1375 Broadway, New York City, have treated tackle twill backs that glow in the dark—one red and one green.

Gimmick or no, they're good value for \$3.95. The palms are reinforced and elastic is used at the wrist and at the top of a deep cuff.

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## SAFETY

### Speed Limits

Thanks to James L. Potter of Chestnut Hill, Mass., SKI Magazine is able to pass on "to whom it may concern" a couple of suggestions that, if put into effect, would help make skiing a safer and more enjoyable sport. Mr. Potter suggests that speed limits, both maximum and minimum, be maintained on trails.

"My wife's most bitter objection and unhappiest memory", continues Potter, "was concerned with the behavior of certain 'experts' and self-styled experts on a well-known trail in the East. These characters (who were using that trail only because the snow was poor on the others) came roaring and clattering wildly down at a speed far in excess of a normal novice's speed.

"Mrs. Potter's reaction was a perfectly normal one — to stay off the trail completely. It took us two hours to get down, and there was no enjoyment in the trip.

"The results of the suggestion I'm making would be obvious — it would keep the expert off the novice trails, or make him ski like a novice for the time being, thus making it possible for the genuine novices to relax and enjoy themselves.

"On the other side, were some sort of minimum speed limit imposed on expert and fast intermediate trails, novices would be extremely reluctant to leave the safe, slow trail for the one that's too much for him; make the schuss-boomer stop booming on trails not designed for it.

"Do we need more patrol members to impress such regulations? 'Deputize' responsible skiers of all calibers, provide them with whistles and armbands or pins, and I don't doubt they will be glad to serve. Make it clear that anyone using the lift or tow in the area must undertake to abide by the ski-patrol's decisions — reasonable, isn't it?

"Well, as you see, I haven't really worked this out completely, but it seems practicable to me. Perhaps you'd like to pass on my suggestion to whom it may concern. The only trouble with all this is that if the idea is adopted, I won't be able to ski the Nose-Dive until I've had some more lessons!"

**Choice of Colors:** The Canadian Ski Patrol suggests uniform color in trail signs and backs it up with a jingle —

"Blue is for the babes and beginners,  
Green is for the greenhorns to grey-hounds,  
Gold is for the good skier, and  
Red for danger and experts."

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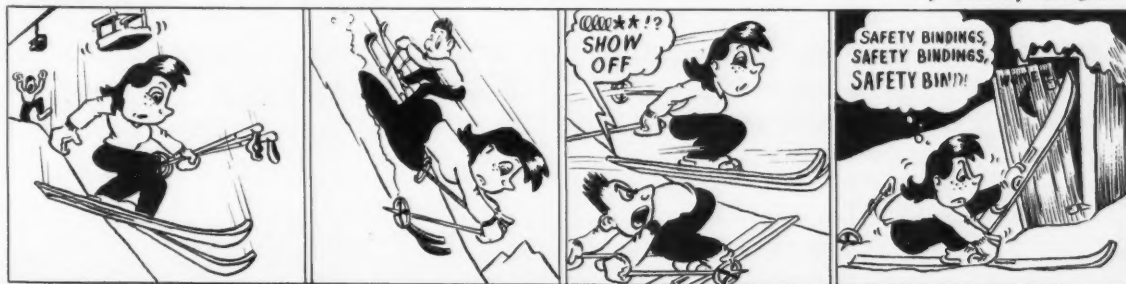
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## Christie



By "Snuffy" O'Neil

## CALENDAR OF EVENTS

### Central

- Jan. 16 Jumping, Norge S. C.  
16 Jumping, Bush Lake S. C.  
23 Jumping, Longview S. C.  
23 Jumping, Eau Claire W. S. C.  
23 Cross-Country Championships, Milwaukee S. C.  
23 Jumping, Rockford S. C.  
30 Jumping, Tri Norse S. C.  
30 Jumping, Aurora S. C.  
30 Jumping, Winter Sports Inc.  
30 Women and Junior Four-Events, Heiliger Huegel S. C. Jumping, Manistique S. C.

### Eastern

- Jan. 15-16 Men's Downhill, Slalom and Combined Championships, Nansen S. C.  
15-16 Veterans' Downhill, Slalom and Combined Championships, Big Bromley S. C.  
15-16 Rutland Jr. College Invitation Meet, Rutland Jr. College S. C.  
16 Mass. Class "C" Downhill Championships, Edelweiss S. C.  
16 Class "C" Downhill, Winnepesaukee S. C.  
16 Westchester County Jumping Meet and Harold E. Doerr Memorial, Norwift S. C.  
16 Invitational Jump, Snow Chasers S. C.  
16 Invitational Cross Country, Jackson S. & O. C.  
22-23 Women's Downhill, Slalom & Combined Championships, Middlebury W. S. C.  
22-23 Connecticut State Jumping, Cross Country & Combined Championships, Salisbury S. C.  
22-23 Victor Constant Trophy Race, Mt. Mansfield S. C.  
23 Mass. Jr. Jumping & Cross Country Tournament, Scandinavian S. C.  
23 Bromley Annual Jr. & Interscholastic Giant Slalom, Big Bromley S. C.  
23 Class "C" Downhill, Winnepesaukee S. C.  
23 White Mt. Jumping & Cross Country Tournament, Nansen S. C.  
23 Clinton Ski Club Jumping Tournament, Clinton S. C.



- 29 N. Y. State Cross Country Championships, Swedish S. C.  
29-30 Men's and Women's Giant Slalom Championships, Franconia S. C.  
29-30 Mass. Jr. Downhill & Slalom Championships, Worcester S. C.  
29-30 New England Jr. Downhill & Slalom Tournament, Otter S. C.  
29-30 Jr. Invitation Tournament, Odin S. C.  
29-30 Penn. State Amateur Ski Championships, Laurel Mt. S. C.  
29-30 11.3 Mile Cross Country, Franconia S. C.  
30 Conn. Women's Downhill & Slalom Championships, New Haven S. C.

### Far West

- Jan. 23 Junior Slalom, San Geronimo S. C.  
23 Junior Jumping Championships, Eastern Division, Reno S. C.  
23 Giant Slalom, Eastern Division, Reno S. C.  
30 Southern District Junior Giant Slalom and Slalom Championships, Reno S. C.  
30 Downhill Only Race, Sugar Bowl S. C.  
29-30 Nevada State Jumping Championship, Reno S. C.

### Intermountain

- Jan. 22-23 Southern Utah Four-Way Combined, Timpanogos S. C.  
30 Invitational Jumping, Timp Haven S. C.

### Northern Rocky Mountains

- Jan. 15-16 Elkhorn Downhill and Slalom Meet, Elkhorn S. C.  
22-23 Ennis Cup Open Downhill and Slalom Team & Individual Meet, Ennis S. C.  
29-30 Cross Country and Jump Championships, Butte S. C.

### Pacific Northwest

- Jan. 15 Jumping, Fjeld S. C.  
15-16 Lea Bacos Downhill & Slalom, Bogus Basin S. C.  
15-16 Heller & Chambers Downhill and Slalom, Bogus Basin S. C.  
16 Jeffers Cup Idaho Elimination, Payette Lakes S. C.  
21-23 Giant Slalom, Cross Country and Jumping, Western Interstate Ski Meet, Sun Valley S. C.  
23 Jerry Gillis Memorial Junior Downhill & Slalom, Skyliners S. C.  
30 Jumping, Seattle S. C.  
30 Downhill, Penguin Ski Club.  
30 Four-Way Mighty Mites, Payette Lakes S. C.

### Southern Rocky Mountain

- Jan. 16 Novice Race, Wolf Creek S. C.  
23 Downhill and Slalom, Jr. Zipfelberger S. C.



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## FOREIGN

### Snow And Rubber Burner

By H. W. MICHEL

Henri Oreiller, French downhill and slalom ace and winner of the 1948 Olympic gold medals, likes to drive a car fast. So fast that the good citizens of Val D'Isere, his hometown, hide whenever they see him coming.

We met him for this interview in Lausanne, Switzerland, where he came to spend a few days. Of course we talked skiing. Henri, about 5' 8" and 22, is a very modest and altogether likeable fellow. As said before, he likes to drive the rubber off his tires whenever his gas-rationing coupons permit. On the other hand, he hasn't much desire for rock climbing. "It's too dangerous," says he, "and also the rock in my part of the country is bad and treacherous."

Oreiller puts in a solid piece of work on his father's farm and at their family-owned sports store during the summer. That usually covers the expense involved by an extremely active racing season. All during the summer he just keeps one thing in mind: races in the winter to come.

"No teaching for me. It's an indisputable fact that a ski teacher will never do much good in a race. He is too busy to get himself an adequate amount of practice and also, he leads too easy a life. Racing practice is very hard work indeed," was Henri's answer to whether or not he would turn professional.

In his opinion James Couttet of France, and Charles Molitor, Switzerland, are his ideals of men who have the real competitive spirit.

**No Promises:** "The skier who leaves the starting gate of a downhill or slalom race promising himself he is going to win is a sap. Because if he does not win, he'll lose his nerve. Personally I just work up all the determination I can to do my very best and then I just relax into action and see what happens. And believe me it works out pretty well.

"A successful skier should have a great amount of courage, a normal dose of intelligence, and skis waxed so they'll glide. There has been and still is a lot of talk about the merits of the French, the Swiss, and Arlberg methods. It's just so much hot air. I know that there is no basic difference between the Swiss and the French systems. There certainly are different ways of getting to the same results. The racer will invariably develop a personal style best suited to his own physical abilities.

"I think about all the European leading ski-nations are half asleep. There's a serious lack of young talent. I don't know why, but somehow I can't get rid of the impression that our junior class competitors are not showing quite enough interest. They like to take things too easy, lots of them are quite a bit short in the nerve department, too. The United States is producing a fine lot of young skiers right now, and believe me, they love a speedy run. I'm fully convinced they'll be right in there in another four years."

Thus did Oreiller hit the high spots in a discussion of skiing here and across the water.

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## OUTSIDE REPORT

### Skiing Is Peer-Less Sport

By FRITZ KRAMER

There was a New Year's Eve party up at Reindar's place.

Now Reindar's Place was perched on top of a steep hill and the hill was so steep that the road went up in a series of switch-backs. Reindar's parties were no sissy affairs and this one was especially good; you could hear it five miles against the wind. Everybody was at this party. Among them was Peer.

Peer wasn't exactly a braggard. The stories he told were true, but boy, how he built them up. He also went out of his way to get them. He was the kind of guy who would pack two weeks' grub for many miles into the mountains because somewhere in there were a few rocks that nobody had bothered ever to climb.

Of course there were some boys, good friends of Peer's, who were out to take him down a few notches. Not only would they go out and make second ascents on his most spectacular climbs, but they would take girls along and make them lead. Once they even took a lame dog along. Those boys were also at Reindar's party.

Reindar's parties were, as I have said, no mere afternoon teas. They didn't have beer by the bottles, they didn't have beer by the cases, no, they had beer by the barrels.

The party progressed successfully, but we won't go into all the details. It was quite late, in fact it was almost beginning to dawn, when the beer ran low and Peer decided to go out back to see if by any chance there were any full barrels. He looked into the barrels. He looked so deep that he lost his balance, fell, and together he and the barrels started rolling down the hill. They rolled down the hill, faster and faster, kegs, beer, Peer, and all.

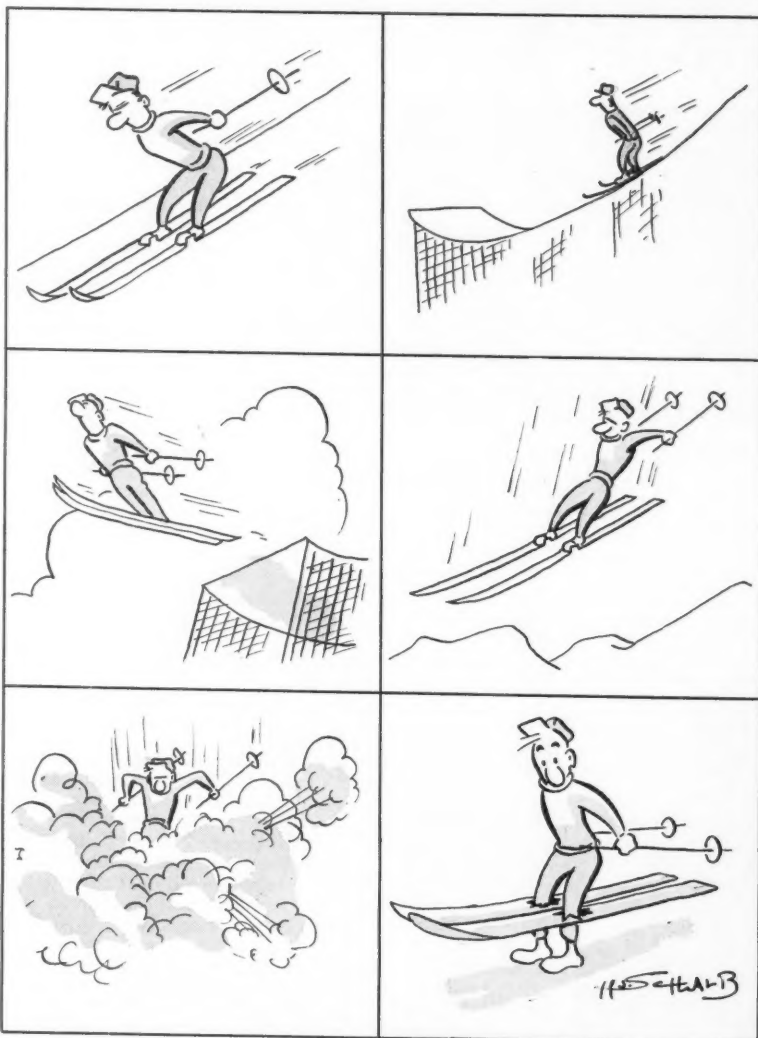
About this time, up the hill on the road, to make his delivery, came Milnor, the milkman. What he now saw gave him the jitters for years afterwards. Down the hill at a terrific clip, fighting for balance, but upright, came Peer. He wasn't running, but tangled to his feet, with hoops, were some barrel staves. Other staves were flying about him. He slithered down the bank, scooted across the road, took off on the lower edge, and disappeared into the bushes below.

Later in the day, Milnor told some of the boys of his experience.

The boys took note and decided to do something about it. While Peer was still down with a hangover, and a slight concussion, the boys took some of the old barrels and went to the hill behind the school. Soon they were having lots of fun.

When Peer came around, still groping in his mind for the details of the night before so that he might tell them in a fitting form, he was surprised to see the boys already proficiently sliding and jumping on their staves.

Peer was furious; but the boys named this newly invented sport "skiing" in honor of its true inventor, Peer.



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